CENTRAL INTELLIGENCE AGENCY

638714

INFORMATION REPORT

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1. Komarom Highway Bridge.

- a. The Komarom highway bridge across the Big Damube is 314 m. long and 10½ m. wide, of steel construction. The central roadway is 6½ m. wide. The two sidewalks on each side of the roadway are two meters wide each. The trusses are located between the roadway and the sidewalks. The bridge rests on three masonry piers and rises 15 m. from the apex of the arch to the level of the river. The pavement of the roadway and of the sidewalks consists of seasoned beech planks covered with tar. The section of the bridge over the shipyard peninsula is 100 m. long, and rests on steel piers from 3.5 to 4 m. above
- b. The small bridge across the Winter Harbor is 51 m. long and has the so-called Kasetten construction without arches or piers. The pavement of this section is made of beech planks. There is no weight limitation on the section across the Big Danube, over the peninsula, and across the Winter Harbor, and the entire bridge can be crossed by tanks.

2. Komárom Railroad Bridge.

- a. The railroad bridge, which crosses over into Czech territory near the Monostor fortress, is still under construction. This bridge likewise rests on three piers, but it is 35 to 40 m. longer than the highway bridge.
- b. This bridge is being constructed jointly by the Hungarians and the Czechs. The three piers have already been completed. The section that runs from the shore to the second pier has been constructed by the Hungarians. The third pier has been built by the Czechs. This bridge was to be completed by May 1954.

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3. Esztergom Highway Bridge.

This bridge is practically of the same length and type as the bridge across the Big Danube at Komarom.

Annexes: 1. Position of the highway bridge at Komarom (1 page).

2. Sketch of the highway bridge at Komarom (1 page).

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